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Safe Parking - PSU

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Homelessness Research & Action Collaborative, "Safe Parking - PSU" (2019). *Homelessness Research & Action Collaborative Publications and Presentations*. 4.

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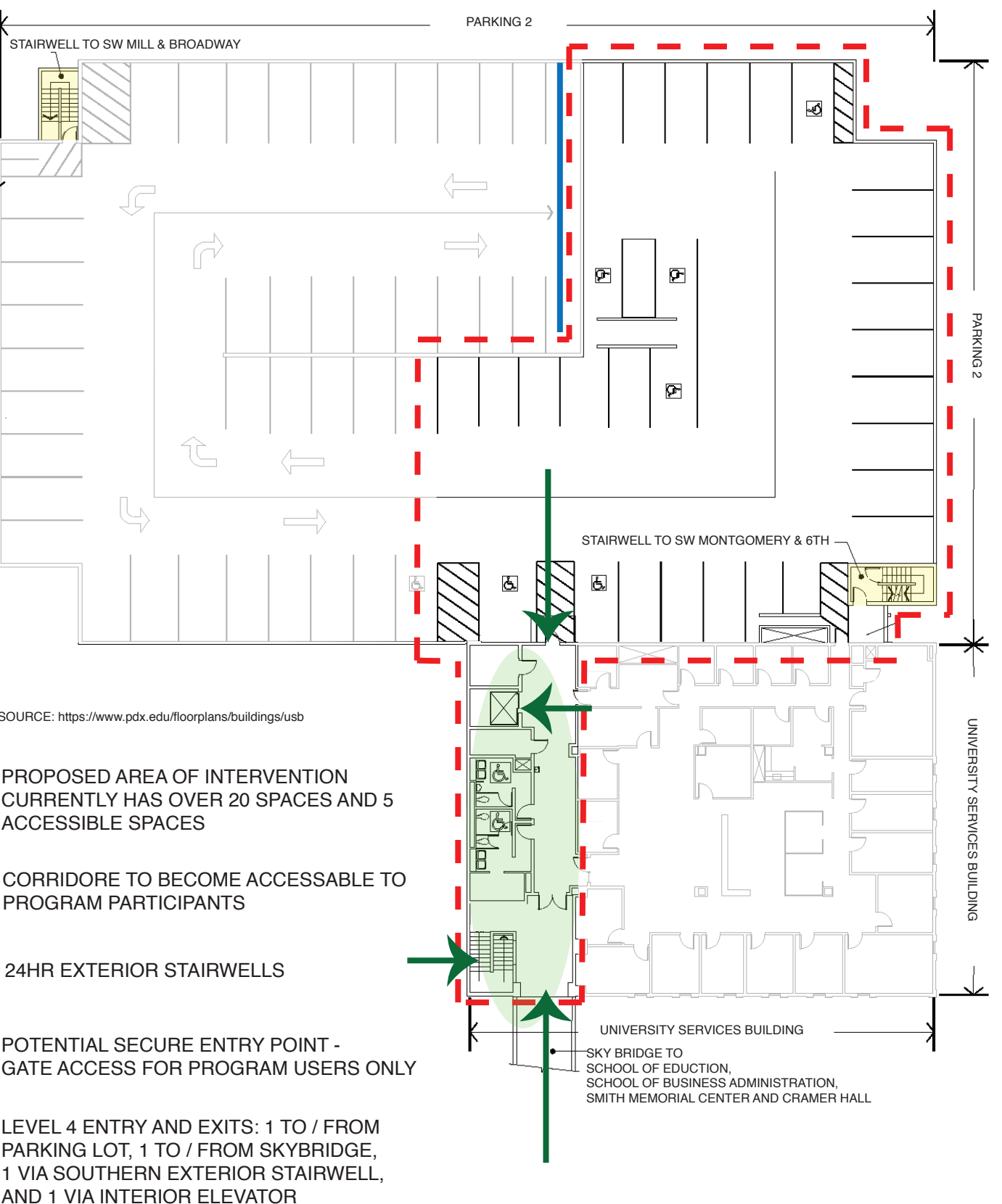
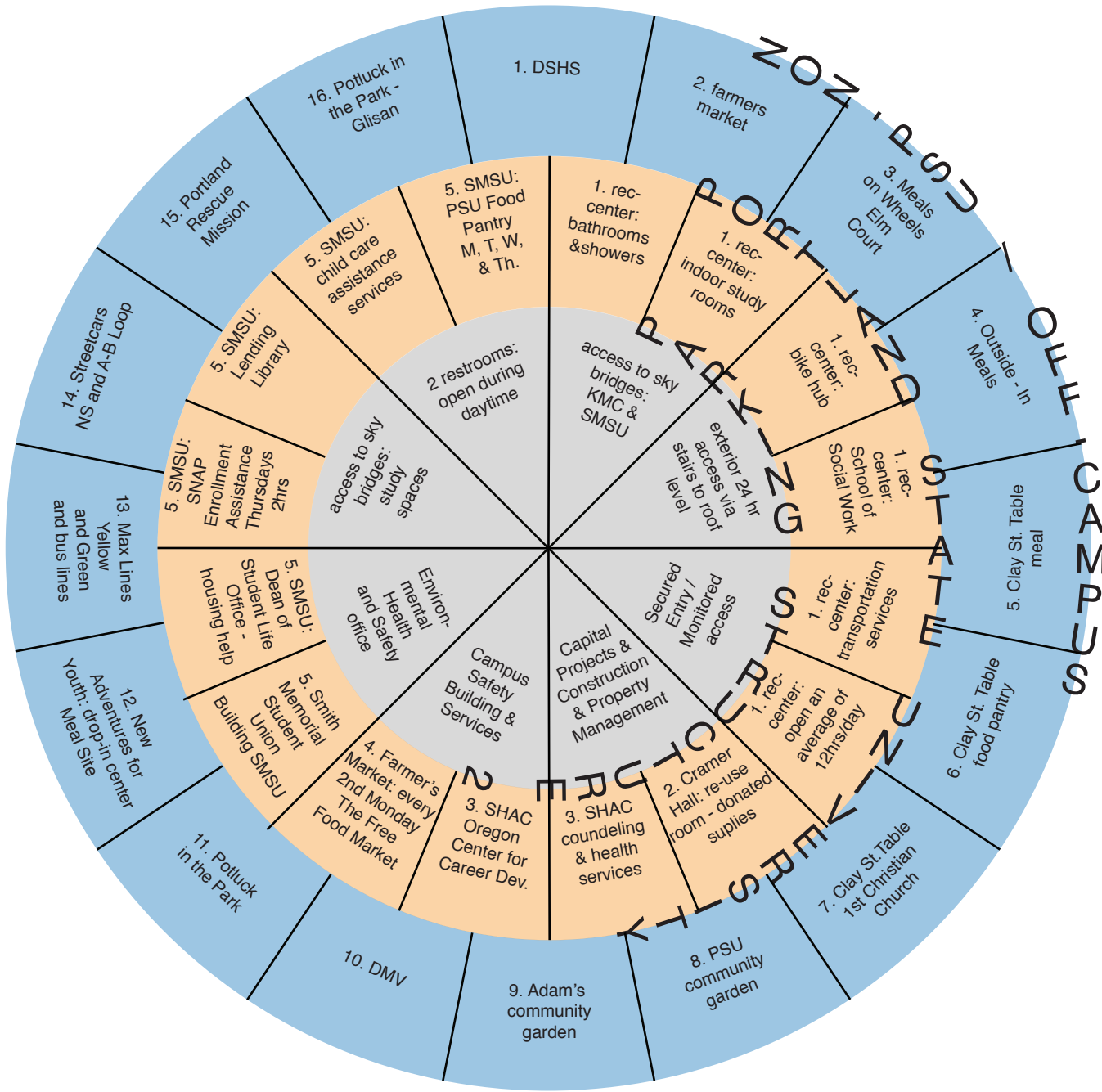
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SAFE PARKING - PSU

PROJECT DESCRIPTION:

A national study done to collect data on homelessness rates in universities says that between 11% - 14% of students are experiencing homelessness. A study has not been done on specific data at PSU, however, there are students and staff experiencing homelessness at PSU, and some of those individuals are sleeping in their vehicles. Some of the individuals living in their vehicles purchase quarterly parking passes for the PSU parking garages. These individuals would benefit from a Safe Parking Program. There are existing infrastructures, systems and services that could be made available or utilized immediately. The purpose of this proposal is to map those existing infrastructures, systems and services to use as a document to suggest the feasibility of a Safe Parking Pilot Program at PSU. PSU is a unique place to embark on a project of this nature, it has more or different flexibilities of codes, allowances, uses of buildings, and accesses than city systems might have. Parking Structure 2 (PS2) is an ideal site to launch the SPPP - PSU. PS2's roof level parking is at the same elevation as the KMC - USB skybridge. The external entry of USB can be either from this skybridge, or from the southern exterior stairwell of the USB. The southern entry leads to a corridor consisting of 2 restrooms and the office of Advising and Career Services. From the entry from the skybridge, passing through the hallway there is an exit that opens to the top level of PS2. The office can be locked and the restrooms and entry / exits can remain open for use by Safe Parking Program participants only. Card access can enable utilization of restrooms for the participants, without causing any security issues for the building.

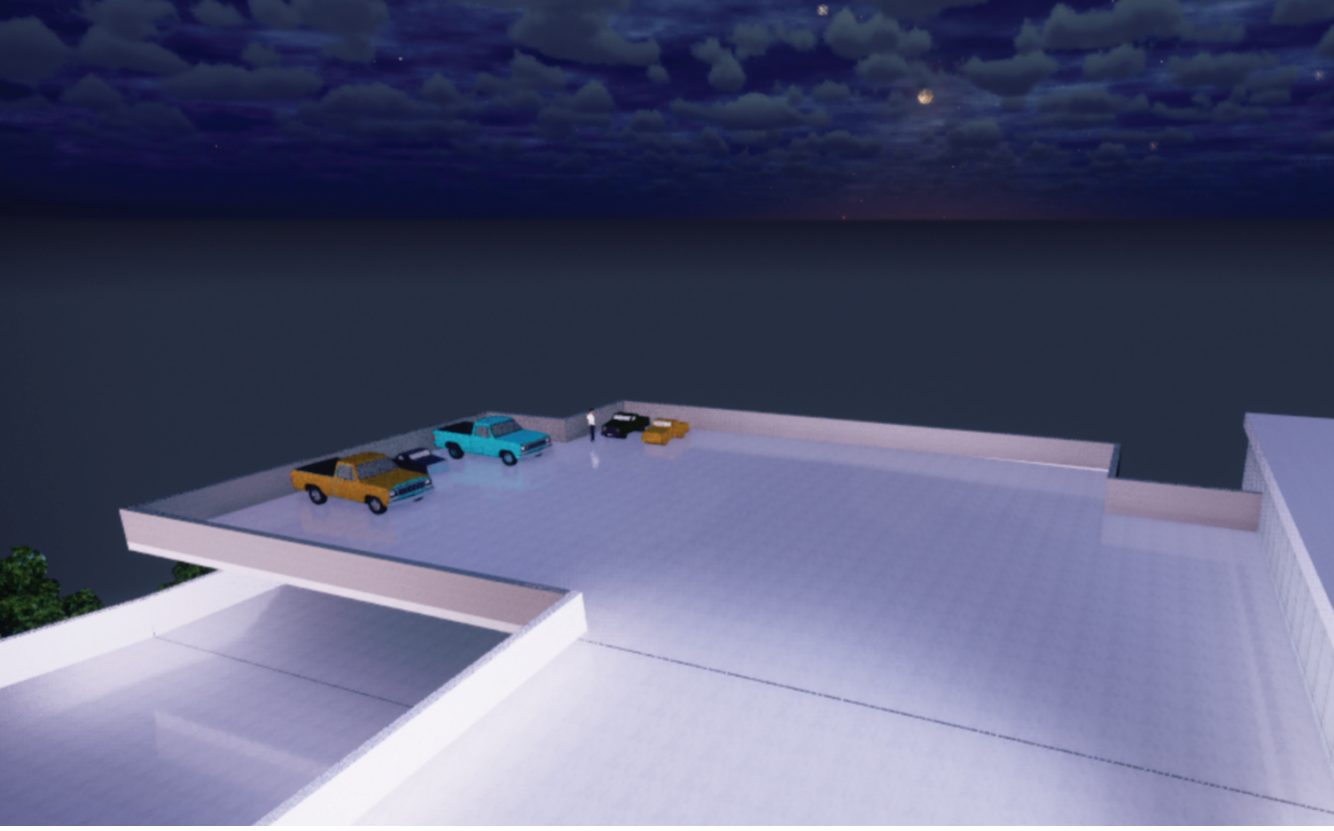
WHERE & WHAT IS THE NEED?



IMPLEMENTATION & BARRIERS

FOR FUTURE SAFE PARKING PROJECTS OUTSIDE OF PORTLAND STATE UNIVERSITY

Portland State University has a unique advantage to become a successful safe parking program over other city or county born projects. It can become a program that can set an example for future programs like it in universities and colleges across the US. PSU, because of its university status has more autonomy of its campus grounds than city grounds might have, meaning it does not need to abide by some of the laws and codes by which other city properties are bound.



CASE STUDIES: GREATER PORTLAND

A PLACE TO CATCH YOUR BREATH

Milwaukee Lutheran Church 05.04.19

LEADER: Clackamas Housing Team (a grassroots group of residents and services in Oregon City)

GOAL: to avoid "treating and streeting." The goal of the even 'A Place to Catch your Breath' was organized to host an event to communicate the proposed initiative. The event never manifested into its proposed goal of a safe overnight shelter.

WHERE: church parking lots

WHY CLACKAMAS: because providence hospital operates 3 ERs in Clackamas County

ORGANIZATION HELP: MACG (Metropolitan Alliance for Common Good) & Case Managers - BOB (Better Outcomes through Bridges)

WHO: discharged individuals from providence emergency department

CITY OF BEAVERTON

04.2019 - current

LEADERS: City of Beaverton and Just Compassion of East Washington County

GOAL: to create a successful model to provide safe parking to individuals experiencing vehicular homelessness with the goal to aid those individuals in acquiring and maintaining permanent housing.

WHERE: private faith-based organizations or public agencies

WHY BEAVERTON? The City of Beaverton passed an ordinance in June 2018, putting in effect a policy banning overnight camping in a public right-of-way

ORGANIZATION HELP: Just Compassion - responsible for intake and case management of all five sites.

WHO: individuals and families experiencing vehicular homelessness in the City of Beaverton

JOINT OFFICE - VEHICLE PILOT

summer / fall 2018 - summer / fall 2019

LEADERS: Joint Office of Homeless Services, A Home for Everyone, and Catholic Charities

GOAL: Provide the legal and safe space for individuals and families experiencing vehicular homelessness

WHERE: Multnomah County, religious organizations

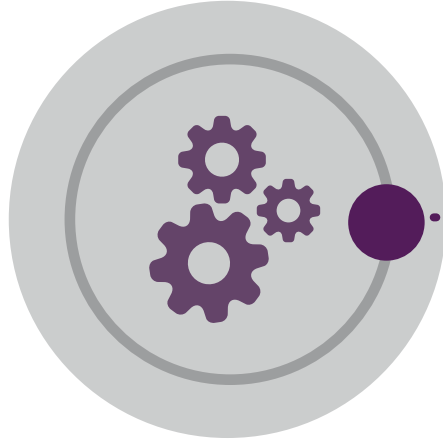
WHY MULTNOMAH COUNTY: because of 2016 City Code: 'expand response to homelessness' (33.920.470 Religious Institutions), stipulates that properties owned (or leased) by religious institutions may have up to 6 transitional housing units and / or 3 spaces for vehicles (with people living in them)

ORGANIZATION HELP: A Home for Everyone and Catholic Charities

WHO: people experiencing vehicular homelessness in Multnomah County

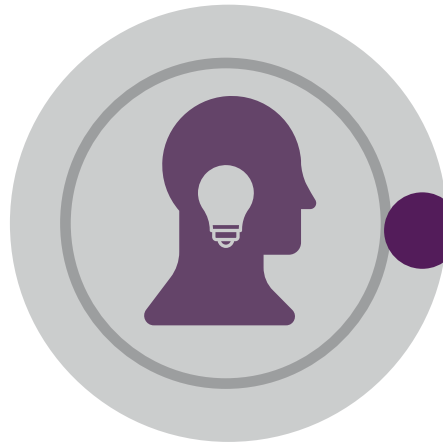
TIMELINE

PLAN OF ACTION FOR SCALABLE EXPANSION AND CAMPUS IMPLEMENTATION



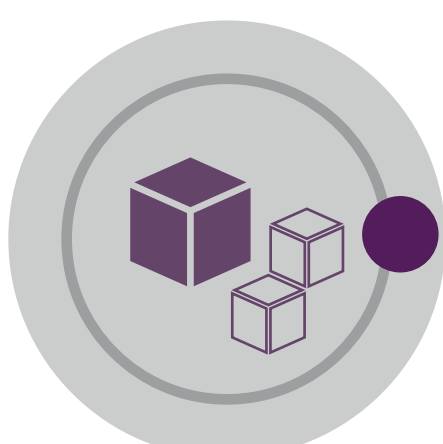
PHASE 1

Identify student or faculty member experiencing homeless and immediately make necessary arrangements to provide 24 hour card-entry-access to the restrooms in the USB corridor on the 4th floor via the entry / exit from the parking lot. Provide individuals with a mailing address to help with the ability to complete documents required by social and health services such as the DSHS, DMV, and SHAC or other health providers.



PHASE 2

Use data from the HRAC campus-wide survey to find out the scope of necessity on campus for safe parking program spaces. Begin working with the Campus Planning office and the Campus Safety staff to branch out building accesses such as to the Rec Center shower facilities and indoor study / lounge areas for after-hours use including extended access to kitchen facilities to use for meal making and perishable goods storage.



PHASE 3

Scale safe parking program to serve all individuals experiencing vehicular homelessness. Begin work with the Center for Public Interest Design on Safe Parking specific infrastructure such as site specific storage units, kitchens, restrooms, warm / cool indoor spaces, mailboxes, shading and precipitation devices, and a secure access gate separating non-safe parking areas and safe parking areas. Connect Safe Parking participants and PSU Social Work program.

